



ŠKODA
SIMPLY CLEVER

ŠKODA OCTAVIA SCOUT

Diesel engines

Technical specifications	2.0 TSI/140 kW 4x4 (A)	2.0 TDI/110 kW 4x4 (A)	2.0 TDI/135 kW 4x4 (A)
Engine			
Engine type	turbocharged petrol engine, in-line, liquid cooling system, DOHC, transverse in front	turbocharged diesel engine, turbocharger with self-aligning blades, in-line, liquid cooling system, DOHC, transverse in front	
Cylinders	4		
Displacement [cm ³]	1984	1968	
Bore x Stroke [mm x mm]	82,5 x 92,8	81,0 x 95,5	
Max. engine performance/revs [kW at rpm]	140/4200–6000	110/3500–4000	135/3500–4000
Max. torque/revs [Nm at rpm]	320/1500–4100	340/1750–3000	380/1750–3250
Compression ratio	11,65 : 1	16,2 : 1	15,8 : 1
Emission limit	EU 6 BG	EU 6 AG	
Fuel injection system	electronically controlled combined (direct and port) injection	electronically controlled high-pressure direct injection – common-rail system	
Lubrication	force-feed lubrication with through-flow oil filter		
Fuel quality	unleaded petrol min. RON 95	diesel	
Transmission			
Wheel drive	four-wheel drive with automatic torque distribution		
Clutch	two coaxial wet multiple-disk clutch, electro-hydraulically operated		
Transmission	automatic 7-speed, DSG, with Tiptronic manual gear changing		
Transmission ratio	I-3.40 II-2.75 III-1.77 IV-0.93 V-0.71 VI-0.76 VII-0.64 R-2.90	I-3.58 II-2.75 III-1.68 IV-0.89 V-0.68 VI-0.72 VII-0.56 R-2.90	I-3.58 II-2.75 III-1.68 IV-0.89 V-0.68 VI-0.72 VII-0.56 R-2.90
Axle ratio	4.167/3.125	4.167/3.125	4.167/3.125
Chassis			
Front axle	MacPherson suspension with lower triangular links and torsion stabiliser		
Rear axle	multi-element axle, with one longitudinal and three transverse links, with torsion stabiliser		
Springs	telescopic shock absorbers with coil springs, in the rear outside the springs		
Braking system	hydraulic dual-diagonal circuit braking system vacuum assisted with Dual Rate system		
Brake – front	disc brakes with inner cooling, with single/piston floating caliper		
Brake – rear	disc brakes		
Parking brake	manual, on rear wheels		
Steering system	direct rack and pinion steering with electro mechanic power steering		



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Body				
Body		5 door, two compartment, 5 seater		
Drag coefficient c _w		0.355	0.353	0.351
Outside dimensions				
Length	[mm]	4687		
Width	[mm]	1814		
Height (at kerb weight)	[mm]	1531		
Wheel base	[mm]	2680		
Clearance (at kerb weight)	[mm]	171		
Height of the loading sill (at kerb weight)	[mm]	667		
Track front	[mm]	1538		
Track rear	[mm]	1539		
Inside dimensions				
Width of front seats	[mm]	1454		
Width of rear seats	[mm]	1449		
Headroom in front seats	[mm]	983		
Headroom in rear seats	[mm]	995		
Storage capacity	[l]	610		
Storage capacity with rear seatback folded down	[l]	1740		
Weights				
Kerb weight – incl. driver**	[kg]	1566	1594	1608
Payload – incl. driver**	[kg]	645		
Total weight	[kg]	2136	2164	2178
Max. roof load	[kg]	80		
Max. trailer load w/o brakes	[kg]	750		
Max. trailer load with brakes – 12%	[kg]	1700	2000	
Max. trailer load with brakes – 8%	[kg]	1900	2000	
Max. nose weight	[kg]	80		



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Liquids				
Tank capacity	[l]	55		
Performance/consumption				
Maximum speed	[km/h]	217	200	215
Acceleration 0–100 km/h	[s]	7.2	9.4	7.7
Fuel consumption (NEDC)				
– urban	[l/100 km]	8.9	5.9	6.1
– extra-urban	[l/100 km]	5.9	4.5	5.0
– combined	[l/100 km]	7.0	5.1	5.4
CO ₂ emissions	[g/km]	158	134	141
Turning circle diameter	[m]	10.4		

The technical data is valid for the basic version.

** Figures apply to basic version, weight of driver 75 kg.

The specified fuel consumption and emission data have been determined according to the measurement procedures prescribed by law. Since 1st September 2017, certain new vehicles are already being type-approved according to the Worldwide Harmonized Light Vehicles Test Procedure (WLTP), a more realistic test procedure for measuring fuel consumption and CO₂ emissions. Starting on September 1st 2018, the New European Driving Cycle (NEDC) will be replaced by the WLTP in stages. Owing to the more realistic test conditions, the fuel consumption and CO₂ emissions measured according to the WLTP will, in many cases, be higher than those measured according to the NEDC.

We are currently still required by law to state the NEDC figures. In the case of new vehicles which have been type-approved according to the WLTP, the NEDC figures are derived from the WLTP data. It is possible to specify the WLTP figures voluntarily in addition until such time as this is required by law. In cases where the NEDC figures are specified as value ranges, these do not refer to a particular individual vehicle and do not constitute part of the sales offering. They are intended exclusively as a means of comparison between different vehicle types. Additional equipment and accessories (e.g. add-on parts, different tyre formats, etc.) may change the relevant vehicle parameters, such as weight, rolling resistance and aerodynamics, and, in conjunction with weather and traffic conditions and individual driving style, may affect fuel consumption, electrical power consumption, CO₂ emissions and the performance figures for the vehicle.

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